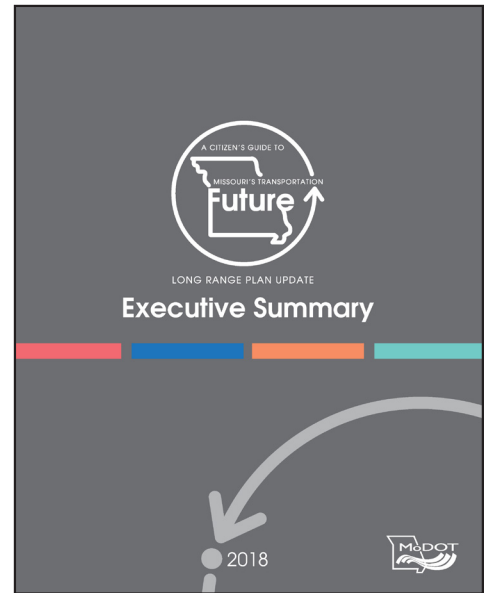




### MoDOT 2018 Long Range Transportation Plan

MoDOT began work on updating its Long Range Transportation Plan (LRTP) in August 2017, which sets the 25-year vision for the state's transportation system and establishes goals, objectives and performance management metrics. Three of the most important aspects of the update include:

- MoDOT utilized online outreach methods to gather a significant amount of public input in a cost effective way.
- MoDOT confirmed its previous goals are accurate and added a new goal to the LRTP based on public input.
- Staff worked to ask the hard questions about what the future of technology holds for transportation in Missouri.



## Our Goals



- Take care of the transportation system and services we enjoy today



- Keep all travelers safe, no matter the mode of transportation



- Invest in projects that spur economic growth and create jobs



- Give Missourians better transportation choices

**NEW**

- Improve reliability and reduce congestion on Missouri's transportation system

### Stakeholder Engagement

To ensure the LRTP is a stakeholder-driven document, MoDOT utilized a highly effective engagement process to gain input from stakeholders across the state. MoDOT worked with planning partners, including metropolitan planning organizations and regional planning commissions, and focused on social media outreach to promote an online survey where stakeholders could provide feedback on the LRTP. More than 7,700 stakeholders participated in the stakeholder engagement process, providing more than 5,300 comments on the LRTP. The draft LRTP was made available for public comment. MoDOT received a small number of responses from stakeholders and responded to each before finalizing the LRTP.

## Missouri's Trends

The LRTP was developed by analyzing existing and emerging trends, both nationally and in Missouri. The analysis includes an examination of emerging technology, such as autonomous and connected vehicles (AV/CV), and their potential impact.

### Emerging Trends

Emerging trends include an aging population, increasing urbanization, a younger population that isn't as interested in driving, and advanced technology. These trends may significantly alter Missouri's future transportation needs. Other trends that could impact investment priorities include changing highway capacity needs, the expanding desire or need for a more robust multimodal transportation system and the development of infrastructure required to sufficiently adapt to advancing technologies.

### Emerging Technologies

AV/CV technologies are likely to change how people and goods move throughout the nation. To prepare for changing technologies, MoDOT analyzed both national trends and internal MoDOT efforts currently in place. It is important Missouri begins to consider these technologies and how they may impact investments in areas such as highways, shoulders and equipment in the future. MoDOT hosted a workshop to discuss the future of AV/CV on Dec. 7, 2017. During the workshop, participants explored current and emerging technologies, provided input on the actions required to facilitate implementation, and discussed the responsibilities of state and local officials in developing policies and regulations to facilitate a smooth transition. While MoDOT may not lead the charge to promote AV/CV technology, workshop participants saw MoDOT as a leader in promoting and facilitating future conversations.

## LRTP Next Steps

The LRTP document was approved by the Missouri Highways and Transportation Commission and adopted on June 6, 2018. LRTP documents can be found at <http://www.modot.org/LRTP/>.

## System Needs and Revenue

Missouri's highway system is the 7th largest in the nation. MoDOT is responsible for maintaining a network of 33,856 miles of highway and 10,403 bridges. The state also has multimodal responsibilities for non-highway modes of transportation including transit, aviation, railroads, waterway, bicycle and pedestrian. The state does not own most multimodal facilities, but instead primarily administers the funding and provides oversight for multimodal investments.

Nearly two-thirds of the state's transportation funding comes from state user fees and one-third from federal revenue. A small fraction comes from Missouri's General Revenue Fund, which receives revenue from the state's income tax and general sales tax.

Given the current funding resources, most of the revenue will address maintaining and preserving the existing system in the current condition. Many high-priority unfunded needs still exist. The total transportation need from 2018 to 2045 is nearly \$64 billion (2017 dollars).

### FUNDED AND UNFUNDED NEEDS (ANNUAL)

**\$1,434<sub>M</sub>**  
Total Funded Needs

**\$1,370<sub>M</sub>**  
Highway and Bridge

**\$63<sub>M</sub>**  
Multimodal

**\$825<sub>M</sub>**  
High-Priority Unfunded Needs

**\$2,259<sub>M</sub>**  
Total Needs